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IRON SHIP-BUILDING.

It is rather surprising that it should have been reserved until the present day to apply iron extensively as a material for ship-building. We have been so long acquainted with the capability of metals for floatation, we have availed ourselves of this property so frequently, both in ordinary pursuits, and for many important purposes, that the non-application of it to ship-building appears almost unaccountable. Military men, we should have thought, would long since have had their attention drawn to it, being familiar with the metal pontoon in the erection of temporary bridges. It is from the beginning of this century, however, that we must date our history of the subject, when we find iron boats employed on some of the canals, particularly in Staffordshire. Mr. Grantham's firm seems to have engaged in the construction of these boats as early as thirty years ago. In 1815 a Mr. Jevons, of Liverpool, launched a small iron pleasure boat on the Mersey, which completely answered his expectations. It seems to have been maliciously sunk in the Duke's dock, where it was subsequently found when the dock was emptied for repairs. In 1817, Mr. Jevons made arrangements with Mr. Horton for establishing a yard at Liverpool for iron ship and boat building, and in 1818, lodged a caveat in the Patent Office with the view of taking out a patent for an iron life-boat, the model of which was exhibited in the underwriter's room at Liverpool. The death of Mr. Horton frustrated these plans. The iron life-boat appears to have met with the fate of its predecessor, having, after a disappearance for some time, been found in the Mersey, with holes drilled in her chambers; she was, however, repaired and sent to the West Indies. In 1820, Mr. Aaron Manby took out a patent for iron steamboats in France, a measure which appears to have given the first impetus to this branch of metallic industry. A vessel called the *Aaron Manby* was built by the Horsley Company for the Seine, and in 1822 started from London for Havre. She was commanded by the present Sir Charles Napier, K. C. B., who co-operated with Mr. Manby in the enterprise, and from Havre was navigated to Paris, having been perhaps the first and only vessel of any description which ever went direct between the two capitals. Mr. Manby afterwards established iron-works at Charenton, near Paris, and built other iron boats, which boats continue in work up to the present time. The next step we have to notice was the construction of an iron steamer for the Shannon, under the direction of the elder Mr. Grantham. Mr. John Laird, of Birkenhead, afterwards commenced building iron vessels on a large scale, as did Messrs. Fairbairn & Co., and Ditchburn and Mair of London. At a subsequent period Mr. Fairbairn, of Manchester, undertook a series of experiments at Glasgow, in which iron vessels were employed. Subsequently Professor Airy, the Astronomer Royal, undertook the task of ascertaining a mode of correcting the magnetic compass in iron vessels, and providing against the effects of local attraction. Captain Johnston also investigated this subject on the Shannon, and Mr. Grantham at Liverpool. Mr. Holmes, in his pamphlet on steam navigation with the Indies, seems to have been one of the first to advocate the system of iron steamers on a large scale; and although he wrote so late as in 1838, his views then seemed in advance of the day; subsequent experience, however, has gone far to prove their correctness. Two years ago Mr. Creuze, of Portsmouth dockyard, took up the subject, and was one of the first to treat it practically. We may mention incidentally that the late Mr. Egerton Smith, of Liverpool, took a share at an early period in the advocacy of this, as of so many improvements. Mr. Grantham read a paper on the subject of iron ship-building before the Polytechnic Society of Liverpool, of which he is the President, and this paper has swollen into a goodly treatise, now lying before us, and to which we are indebted for the materials on which our present remarks are based. Thus dismissing the literature of the subject, we shall resume its history by reminding our readers of the great progress made of late years. The Government has begun an iron steam navy, the powers of which have been tested and established on the coasts of Syria and China. The East India Company have followed the same example. To the East and West Indies and to South America, iron sailing vessels of a large size have been sent, and have overcome the difficulties and prejudices which were opposed to them. One of the largest of this class is the *John Garrow*, of seven hundred and eleven tons; and we cannot refrain from saying that the owners, Messrs. Anderson, Garrow, & Co., are deserving of a high meed of praise for having steadily and perseveringly prosecuted their exertions under most discouraging circumstances. The *John Garrow*, from bad construction, turned out a heavy sailer, and it became necessary to lengthen her and remodel her lines. The bold attempt of Mr. Brunel in the plan of the *Great Britain* steamer, is one of those events which have fixed public attention, and the issue of which is anxiously regarded. For sea and river navigation, and for towing, the iron steamboat has shown very great capabilities, and has established itself on the Thames, the Shannon, the Mersey, and the Clyde, on the Seine and the Elbe, on the Nile and the Ganges.

To appreciate the causes which of late years have impeded the extension of iron ship-building, we must consider the serious prejudices arrayed against it. It was represented, that however serviceable the iron boat might be on the river, that on the ocean it perilled the life of the mariner and the property of the owner. It was said that the disturbance of the compass by the mass of the vessel was irremediable, and that the seaman was thus deprived of his greatest safeguard. Beyond this a disposition to drift to leeward, and unsteadiness under the helm, were charges scarcely less formidable. It was said, too, that the speed of the vessel would be impeded by fouling, as the metal surface of the hull became covered with barnacles and weeds. Nay, the vessel itself was held forth as perilous, as liable to corrosion from the sea-water, and consequent destruction of its substance. The stiffness of the hull is another imputed defect, tending to the diminution of the sailing power of the vessel. These serious charges produced their due effect; from whatever cause emanating, whether from the interested suggestions of timber ship-builders, or the spontaneous effusion of timid ignorance, the seaman was alarmed, the ship-owner deterred, and the underwriter raised the premium of insurance. Thus an accumulation of difficulties was created, which the energy, enterprise, and public spirit of those engaged has alone been able to remove, however groundless the charges have turned out to be.

The phenomena of magnetism, as connected with iron vessels, are but little known; but it has been established by the experiments of Captain Johnson, that an iron ship becomes a large permanent magnet, having a strong magnetic current in the direction of the ship's length, and causing a serious disturbance to the general polar direction towards which the needle points, and to which it must be made again to turn itself. This Professor Airy has successfully effected, and many long voyages have been made in iron vessels with compasses so corrected. The carelessness of captains of ships has occasionally thwarted this measure, but its soundness has not been impugned. Professor Airy mentions a singular instance with regard to this question. The compasses in an iron ship had been corrected by one of the Messrs. Simms, the mathematical instrument makers, and the ship left the docks in the Thames for Gravesend; at this latter place the captain stopped and rode up to London in a state of frenzy, having found the action of his compasses most erroneous. The person who had corrected the compass instantly went to Gravesend, and there, to his astonishment, found that between the time of having corrected the compass and that of the sailing of the vessel, *a large iron stove* had been erected near the binnacle. Professor Airy truly observes: "This vessel might have been lost on the shoals of the Thames on her first voyage, and not a word would have been heard about the iron stove."

In treating of the magnetic action in the compass, Mr. Grantham takes the opportunity of mentioning that an iron vessel is formed of an immense number of plates and bars of different forms, having varying degrees of magnetic force, and the electric currents running in various directions. As a curious question arises as to the period at which the current begins to take a uniform force through the vessel, and neutralising or turning into one channel the multitude of conflicting currents, Mr. Grantham has undertaken to make experiments on the subject. It has been supposed that the course of the magnetic current is determined during the operation of riveting, or that its intensity is considerably increased, its force being also influenced by the polar direction of the ship's keel while on the stocks; but Mr. Grantham states that he has been led to doubt this. The polarity of the ship, he considers, is not affected by riveting, but seems to be dependent on the quantity or quality of the iron, and he thence deduces that there is reason to believe that time will have but little effect in increasing or diminishing the magnetic intensity. Captain Johnson, we may add, has observed that the compass placed a few feet above the deck is not much attracted by the iron; and it is a common practice for the captains of iron ships to place a compass in the cross-trees at the top-mast-head, by which to ascertain the correctness of the one placed in the binnacle.

Sir Howard Douglas has raised the question whether the changes of climate are likely to affect the intensity of the electric current. We think they might in a slight degree, but experience has proved not to such an extent as to interfere with the safe action of the compass. The long voyages to the East and West Indies, and to South America, have abundantly proved the efficiency of the compass in iron vessels.

As to iron vessels being more subject to drift to leeward, and steering ill, as these are circumstances dependent on form, they can be no peculiar defects of iron shipping. The navigable powers of iron vessels, when properly constructed, are as perfect as those of timber vessels; but it is the case that many iron ships, being built for a light draught of water, are flat-floored, and very full, without adequate and counteracting depth of keel. This, however, has nothing to do with a deep-sea ship. Fouling in the case of iron ships has been much exaggerated, for it can be entirely got rid of by the application of a scraper, such as Mr. Grantham has invented and described. The corrosion of the iron plates by the action of sea water proves a groundless alarm; no case of destruction from this cause in many years experience has yet occurred. Mr. Grantham remarks, that so slight is the apparent decay of the vessel when in use, and so much slower in its progress than is exhibited by iron when applied to other purposes in salt water, that many who have observed the fact are led to suppose that some occult and preservative law is in operation peculiar to iron so employed. The phenomena of iron rails on a railway will occur to our readers. on this occasion, and also those affecting wood pavement. As oxidation is promoted by heat, Mr. Grantham recommends that in steamboats the boiler should be kept as far as possible from those parts of the vessel which are above water, or means should be adopted to keep them cool by interposing non-conducting substances. The connection of copper pipes with the shell is also to be avoided, and for

this purpose the same gentleman states that he has latterly made short lengths of wrought iron pipes, with flanges, and riveted them to the vessel. It was assumed that iron vessels would be found unsuitable for warm climates, as subjecting the crew to a greater heat, but neither in the Niger, or the Euphrates, nor in the China seas, has this proved to be the result. Even at home ship-owners have been deterred from the use of iron by the fear that the public were prejudiced against it, although the experience of the Glasgow and Liverpool steamers, and other large vessels, shows no such unwillingness. We agree with the author before us in regarding stiffness of hull as an advantage, and not an injury to the sailing power of a vessel, provided the elasticity of the rigging is sufficiently secured. The prejudice of the underwriters with regard to iron vessels, will most likely turn out very much in the same way as that with regard to chain cables. They would not formerly insure a vessel which had chain cables; then it came to the use of one cable of hemp and another of iron, and now most probably underwriters would object to a ship as insufficiently found if she had no chain cable on board. If the underwriters do not give way with regard to iron ships, the owners and builders have the remedy in their own hands, for it is in contemplation on their part to form a marine insurance company of their own.

Having now disposed of the objections to iron shipping, we shall refer to some of its merits. The first cost is perhaps the feature of primary interest. On this subject Mr. Grantham sums up:

"From a careful consideration of the question of cost, I have arrived at the following conclusions:

"1st. That a good serviceable iron sailing vessel, not exceeding three hundred tons burden, will be equal in cost to an English-built twelve years timber-built ship, of the same external dimensions, without including the price of copper sheathing for the latter.

"2d. That iron vessels of above three hundred tons have the advantage of being rather less expensive than wooden vessels.

"3d. That for very large merchant vessels and ships of war, iron will also be found to be much less expensive than wood.

"4th. That iron sea-going steamers bear also about the same proportion, according to their different sizes.

"5th. That iron vessels, for rivers, may be built at a light expense, but so built are unfit for sea service."

The prime cost, presenting this immediate advantage, is not the only pecuniary benefit; for iron shipping, from the durability of the material, requires few repairs, and when broken up is more productive than timber. Repairs, the great source of profit to other ship-builders, can never accrue to the iron ship-builder to an equal extent. The hulls of some of the large Clyde steamers have not cost £1 these five years; while the usual calculation for a timber-built steamer is that the expense of repairs in ten or twelve years have equalled the first cost. The advantage, in case of breaking up, is in favor of iron as against timber, four to one. Turning to their physical merits, we should premise that malleable iron is one of the strongest materials, while it may be converted into any shape; on the other hand, timber for curved parts must be grown with great trouble in an unnatural form, or else scarfed, and its strength consequently impaired. The ease, moreover, with which iron beams and frames of any dimensions and in one piece can be wrought, overcomes one of the greatest difficulties in ship-building. As regards the mode of fastening, copper and iron bolts must be used to secure the frames of a timber-built ship, and are so badly contrived that they have little hold, while they are the source of destruction to the ship, as being of a different substance. Mr. Creuze sums up well on this point. He says of iron:

"Among the advantages are the greater durability of the material, not only from its relative durability with that of timber, but from its requiring no such metallic sheathing to protect it from the ravages of worms. Also the greater durability of the structure, as a whole, in consequence of the greater permanency in the perfect combination of its several parts, arising from the fastenings being of the same texture as the portions of materials brought into connection. The metallic fastenings to a timber-built vessel act, it must be remembered, not only chemically, but also mechanically, to accelerate her destruction as soon as the close connection of the several parts is at all diminished."

A wood vessel is compared by Mr. Grantham to an arch, being made up of a great number of parts of various forms and sizes, placed in different directions, and being dependent on each other for support. If one becomes loose, the whole is more or less endangered. In consequence, a most elaborate system of bracing by iron straps, knees, and bolts with nuts, is now pursued. The bolts do not accord with the materials they fasten together, and the wood is so soft that when a severe strain arises, a general yielding takes place, by the bolt-heads sinking into it, and the wood itself giving away to the pressure it receives from the neighboring parts. In the iron vessel, on the other hand, the outer shell of the vessel is composed of a series of plates so riveted together that its strength is nearly equal to that it would be if formed of one plate. The consequent strength of iron vessels needs little to be said in proof. On the canals the iron boats are put to the severest service, as carrying iron stone, pig iron, and refined iron from the blast furnaces. Mr. Grantham refers to many instances of vessels getting aground and on rocks without injury, and several cases of their being left resting on one or two points of support, without any strain to the framing. A large casting, weighing four tons, is mentioned as having fallen into the hold of the Princess Royal, Glasgow iron steamer, in consequence of the tackle having given way, but without damage to the vessel. Greater capacity for stowage is one of the grand points on which iron shipping claims superiority. Mr. Grantham treats it thus:

"The shell of a timber-built vessel is so much thicker than that of an iron vessel, that, with the same outside dimensions, the latter is frequently 18 inches wider and 12 inches deeper in the hold than the former. Taking the most favorable part of a

vessel—namely, in the centre of the length—in a vessel of 200 tons, the proportion in favor of the iron vessel will be as 5 to 6; but in the ends, which are drawn finely off, the disparity is much increased, making the proportion of the whole contents about as 5 to 4. Supposing, therefore, that a vessel built of timber could stow 200 tons, she would, if made of iron, have room for 250 tons. The total capacities of the largest vessels will probably not approximate nearer than as 5 to 6; making the iron ship of 600 tons not to exceed in outward dimensions the timber one of 500 tons. The advantage of this is very great, and enables an iron vessel to trade, and remunerate the owners, in cases in which a wooden vessel would not return a profit; for, if we suppose that the freight of a 500 ton ship would just pay the expenses required to navigate her, an iron vessel would leave the freight on the extra 100 tons as clear profit."

"An iron vessel required to carry 250 tons, therefore, equals, in the first cost, a wooden vessel that will carry only 200 tons; and an iron vessel required to carry 600 tons will cost less than a wooden vessel built to carry only 500 tons."

Again, of steamers he says:

"The comparison is much more in favor of iron than with wooden vessels. As the average cargo of a steamer is only, perhaps, about one-third of the load, in engine, cargo, and coals together, an increase of one-fourth in her stowage adds seventy-five per cent. to her capacity for carrying cargo. In other words, to carry a given cargo, the iron steamer may be much less than a wooden one."

Light draught gives the iron ship the monoply of shallow rivers, and cannot fail to lead to a great extension of navigation. The Indus, chiefly on account of physical difficulties, has hitherto been a closed river; the employment of the new class of vessels must, therefore, create a large traffic on its waters. Cleanliness is a mercantile quality, and is accompanied by health, the nuisances of bilge water and vermin being got rid of in the iron ships. With regard to the latter annoyance, it is related that a colony of rats took possession of the Iron Duke previous to her first voyage, but not relishing the obdurate material of which she was built, a portion of them deserted her at Calcutta, and the remainder immediately on her return to England.

Strength goes a great way to ensure safety in a vessel, and iron plates in strength are, to English oak, as 49.68 to 10.01, or nearly 5 to 1. Iron ships are further to be preferred in this respect as readily admitting the division of the hull by bulkheads. Superior speed Mr. Grantham claims as one of the results to be expected from the extended use of iron. He considers that the cheapness and flexibility of this material will allow of the model of a vessel being made finer, without corresponding loss in the amount of steerage, and in the carrying qualities. In the event of accident, the repairs of iron ships are very trifling, as instanced in the case of the Nemesis war steamer, which ran on one of the Sicily rocks in the British Channel with such violence that, to use the expression of Captain Claxton, "if she had been of wood she would most probably have left her bones on the spot." She was, however, navigated round to Plymouth, and the repairs easily effected for about £30. On the subject of repairs the author so often quoted declares that it is erroneous to assume that iron vessels are more difficult to repair than those of timber, for the injuries are generally external and confined to a single spot, and may in most cases be sufficiently repaired by any ingenious man, if the ship be but provided with a few drills, spare plates, bolts, and other necessary articles, which no captain should neglect to carry among his stores. Besides, he says, when iron vessels become more generally employed, the necessary assistance will be found at all considerable ports and stations at which they may touch. We may add, too, that ultimately the ship's blacksmith will be rated instead of the ship's carpenter, or perhaps in Queen's ships the rating of the armorer raised. In warfare the resistance of the iron sheeting to the impact of shot striking the hull in an oblique direction is an advantage, while even a shot entering the vessel is less injurious than in timber ships, as no splinters are produced—the great cause of death and wounds. Shot holes in iron sheeting admit of being readily stopped, and in an easy manner. The injury from the recoil of heavy artillery, such as is now used, is less on board an iron ship, and enables them to carry a heavier armament.

It is to be regretted that, in their anxiety to secure contracts, iron ship-builders have sometimes been tempted to construct vessels of a less degree of strength than due consideration would have dictated, and have thus endangered the success of the system. Plates of all forms and dimensions have hitherto been used, from two-sixteenths to three-quarters of an inch in thickness; but Mr. Grantham observes that these are by no means the limits within which the plates must of necessity be made; some of much greater strength will, in the farther progress of the art, most probably be put in requisition. Of late, as the size of the vessels has increased, and the extent of the voyages performed by them, the strength of the plates has been increased. On strength of material it is to be remarked, that oxidation proceeds no faster on the surface of thick plates than of thin plates; so that plates of half an inch have double the durability of those only one-quarter inch in thickness. In his remarks on jointing Mr. Grantham decides in favor of the lapped joint in preference to the flush joint, and also in favor of double riveting. By Mr. Fairbairn's tables read before the British Association at Glasgow, it appears that, assuming the strength of plates to resist tension to be, - - - 100

A double riveted joint will be, - - - 70

And a single riveted joint, - - - 56

In the system of flush-jointing, twice the number of rivets are required; and, therefore, to obtain the advantage of double riveting, four rows of rivets are necessary to each joint. As to the objection which has been raised to the lapped joints, that they make the hull rough and lessen the sailing powers, Mr. Grantham's defence is that it is very questionable whether the edges, presented in almost straight and parallel lines, can at all impede the vessel's velocity, while they give her a better hold of the water. In

reference to an inquiry whether, in case the heads fly off and the rivets fall out, the strength of the vessel is lessened, and a hole left for the admission of water, our author observes that he never heard of such an accident, and that in his yard no occasion has been found to replace a single rivet. Should, however, the head of a rivet break off while the vessel is afloat, it by no means follows that the rivet itself should fall out; on the contrary, when originally secured in a workmanlike manner, the piece remains so firm in the hole as to require the application of a strong sledge to drive it out. Among the errors to be guarded against, Mr. Grantham places that of bolting on a false keel of timber to an iron vessel, by which the *Iron Duke*, a vessel of three hundred and fifty tons was nearly lost; for having struck heavily on a sand-bank, she tore away the false keel, and broke off the bolts by which it was fastened, so that the water entered the holes.

Considered as a national question, and with regard to its capability of extended application, the use of iron in ship-building acquires a great importance. At present the shell merely is of iron, but the decks and bulwarks must ultimately be made of that material. In the shape of chain, iron has been extensively used for cables and for running rigging, for halliards, topsail sheet, &c., in which latter capacity it is found to be superior to hempen cordage as being much more slender than ropes of the same strength, so that it will pass through smaller sheaves or blocks, while it stands better to its work from not being subject in atmospheric changes to any perceptible expansion or contraction. The introduction of wire rope will, under such circumstances, evidently lead to a greater use of iron even for rigging. For masts, iron has also been adopted, and Mr. Grantham mentions one as in use for upwards of twelve years in the Ballinasloe steamer, without sustaining any perceptible loss in its strength. This mast serves also as a ventilator to the cabin. As we stand now with regard to materials for ship-building and rigging, we are dependent on foreign countries, while our builders labor under great disadvantages in competition with their foreign rivals with regard to both timber and hemp, the raw materials of their art. Little timber, be it remembered, is grown in this country, where it is a precarious and little profitable production, subject to the ravages of the worm and of fire, and requiring many years before it brings a return. Neither does it give much employment to labor in its production or subsequent application. Mr. Grantham, on this subject, remarks, in a paper read before the late meeting of the British Association at Manchester, that the *Hindostan* timber vessel had cost £72,000, of which about £12,000 was for labor, and £48,000 for wood, and much of this was expended in the East Indies; but an iron ship of £72,000 value would cost £67,000 in labor, all expended in this country, and the remaining £5,000 would also be paid here for the raw material. Were iron substituted for timber and hemp, we should not only give greater employment to labor in our mines, but also in our building yards and to our seamen, for now the inducement is to build ships in those countries where the material is most abundant, while we cannot compete in freight with ships built by several other nations, owing principally to the comparatively low rate at which they can procure the materials for building.

The steam navigation interest is that which has the most to look forward to from the general introduction of iron. At the present day, the machinery and fuel occupy so large a portion of the vessel, that very little room is left for stowage. The weight and and tremor of the engines shake and strain wooden vessels and the machinery itself, until the repairs of both swallow up most of the profit which would otherwise be realized. The necessity for a greater degree of adaptation between the vessel and the machinery, is a topic which Mr. Grantham has well handled. The engineer, he complains, is generally very regardless of the requirements of the vessel, and the ship-builder often clings to principles of construction, which, when applied to steamers, are ill suited to the attainment of a high speed. A wooden vessel, when she takes the ground, and frequently when she encounters heavy weather, becomes so much altered in shape that, were the engines so attached as to form part and parcel of the whole, they would be in danger of being broken down, or otherwise injured. Few timber steamers, he adds, can be placed in the graving dock, without first slackening the holding-down bolts of the engines to allow the vessel to spread out, lest the framing should be broken. Were iron vessels general, the case would be different; the engineer might, with perfect safety, firmly unite the vessel and the engine, being the designer of both; and being responsible for the success of the whole, he will not allow one part to suffer for the benefit of the other, but labor to combine both so that they shall mutually support each other. "Then, indeed," says Mr. Grantham, "we may expect to see a perfect steamer."

In conclusion, we feel it our duty to say that the public are greatly indebted to Mr. Grantham for having taken up this subject, and treated it with so much ability.

Experiments at Woolwich on Coal-boxes of Steam-Vessels.—On 11th May a large detachment of the Royal Artillery attended in the Marshes to make experiments with powerful guns against the erection representing the side of a steam-vessel, and the coal-box. The experiments commenced at a range of 1,250 yards, with 68-pounder and 56-pounder guns; Colonel Dundas's 110 cwt. gun, requiring 18 lbs. of powder to each charge, and Mr. Monk's 97 cwt. gun, requiring 16 lbs. of powder each charge, made excellent shots, but failed in passing through the coal-box, although the iron composing the interior portion of the case was rent for several inches where the balls had struck, and where they were retained, having evidently expended a greater portion of their force in passing through the coals. This result was rendered certain by the effect of one of the balls, which had passed through the portion of the erection extending beyond the coal-box, driving before it a solid piece of the wood 12 inches square, and about 6 or 7 feet in length, and ultimately passing through a similar thickness of wood in the rear,

sinking deep into the earth composing the butt. There were three other guns, 56-pounders, respectively of 85 cwt., 84 cwt., and 67 cwt., in weight each, fired during the first six rounds, but they were then discontinued, and the practice carried on with Colonel Dundas's and Mr. Monk's guns; but they failed in destroying the coal-box to any greater extent than has been stated.

The experiments were resumed on the following day with Monk's 56-pounder gun, weighing 77 cwt. The officers in command were so satisfied with its practice, that it was ordered to discontinue firing after the 24th round. Several of the shot entered the coal-box, and caused great destruction; and although they did not pass through, they tore the joinings from the bottom to within about two feet of the top. Two more rounds were fired from the 68-pounder, one of which rent the joinings at the east end of the coal-box from the bottom to within about three inches of the top, and a great quantity of the coals fell out. The experiments with these guns, which were made at the long range of 1,250 yards, having been concluded, General Millar's 10-inch gun commenced practice, having been previously placed at a range of 960 yards. The firing from this gun with shells was the best that could have been witnessed. The first shell entered the centre of the bull's eye, but did not explode, probably from the action of the loose coals through which it passed, extinguishing the igniting composition before it could communicate with the contents of the shell. The second shell entered within about two feet of the bull's eye, and did not explode, probably from the same cause as in the former case. The third shell entered about nearly the same distance from the bull's eye as the second, only nearer the ground, and in six seconds exploded, throwing up into the air a flame of ignited small coals to a height of upwards of 30 feet, forming a grand and imposing spectacle, and scattering fragments of the shell, wood, and coals to a distance of 200 yards in all directions. A fourth shell was fired, but it entered and exploded in the butt.

The experiments were again resumed on the following Friday, when it was resolved to fire the red-hot shot 32-pounders, at a range of 800 yards. The first of these entered at the bottom of the coal-box, nearly in the same line with the bull's eye, and set fire to the wood work, which continued to burn slowly along with the ignited coals. The second red-hot shot entered about three feet from the bull's eye, and so lodged amongst the coals that it was full a quarter of an hour before the smoke of the ignited coals could make its way through the hole where the shot entered, and at the top of the box, but it afterwards rapidly gained an ascendancy, and would have consumed the whole had not the fire been put out by a party of men with the fire-engine. The experiments were concluded by firing an 8-inch shell from a battery, at a distance of 950 yards, and it struck in a horizontal line with the bull's eye, tearing the eastern side of the coal-box, and exploding when it reached the back part of the box, scattering the coals, fragments of shell, and wood to a considerable distance.

It is probable the result of these experiments, which have been so far satisfactory, will give rise to others of a similar nature, as they appear to be of great importance. Were the coal-boxes made of iron half an inch thick, instead of a quarter of an inch, as the one experimented with, it would afford, especially at the back, a more secure hold to the rivets of the joinings, the only parts which may be considered as having given way during the severe tests. The action of the loose coals appears to have a great effect in preventing balls passing through them when about six or seven feet in thickness, and placed in an iron box, and the discovery may prove of great importance in future fortifications, and in the defence of important stations.

Woolwich Dock-Yard.—One of the best pieces of granite masonry that we have ever seen is now executing at this dock-yard, in the construction of the new dry-dock. It is built with blocks of granite of large dimensions, laid in radiating courses, and worked with great precision and hammer dressed. Messrs. Grissell and Peto are the contractors to whom this work is intrusted, under the direction and superintendence of Messrs. Walker and Burgess. A powerful steam-engine, by Boulton, Watt, and Co., has been erected for the purpose of withdrawing the water within a very limited time, when vessels are docked to be examined. Some idea may be formed of the magnitude and complete arrangement of the new dock when it is stated that it is sufficiently large to admit, for the purpose of being docked, ships of equal dimensions to the Trafalgar, of 120 guns, and that the volume of water requisite to float vessels of that size could, by the power of the steam-engine, be completely withdrawn into the basin at high water, or into the river at ebb tide, in about 20 minutes, and in the event of the vessel examined being found sound and not in want of any repairs she might again enter the river ready for service without losing a tide. These are improvements in celerity of movement which cannot fail to prove of great importance to the country in the event of war with any foreign power at a future period. The engine connected with the dry dock has been erected in a handsome and substantially constructed building, and on the top an iron tank has been placed capable of containg 190 tons of water, and which will always be kept full in case of accidents from fire at the end of the yard in which it is situated.

Important Discovery in Spain.—We have seen the model of a new invention for propelling ships, by Mr. Andrez Iza, and which has been constructed by means furnished by our Institute here for promoting mechanical inventions. It is unquestionably highly important, from the immense locomotive power applied by hand, through the agency of an endless chain attached to wheels of twenty and thirty feet diameter, according to the depth of water and height of the vessel. It is demonstrated that the power of one man thus applied is equal to that of six horses in steamers; it is shown that four portable wheels can be easily applied to a ship-of-war of three or four hundred men, possessing thus a tremendous locomotive power by the principle in question. The same is applicable to merchantmen, without extraordinary hard work.—*Madrid paper, June* 14.

Domestic Miscellany.

FROM THE WESTERN FRONTIER.

From the Missouri Reporter, July 31.

SANTA FE TRADERS.—Captain Cooke, of the United States army, has made an official report to Gen. Gaines, of this Military Division, in reference to his recent proceedings in the Indian territory; by which it appears he disarmed a company of Texians, under the command of Colonel Snively, on the 30th June last. When he approached the spot where the Texians were encamped, a white flag was displayed. In pursuance of a message sent to them, Col. Snively and two others waited on Capt. Cooke, and informed him that they were acting under a commission from the Texian Government, and thought they were in the territory of that Republic. Col. S. produced his commission from the Texian Secretary of War, authorizing him to raise a force of three hundred men to plunder the Santa Fe traders whilst crossing the Texian territory on their way to the United States. But Captain C., concluding that such a commission would hardly authorize *land privateering*, at least on the American side of the line, or on disputed territory, disarmed the Texians, and gave them permission either to return to Texas or to accompany him to the United States. Col. S. insisted upon a right to pursue the enemy twenty miles into the territory of a neutral power, and complained that his men would be in great danger, without their arms, from a large body of hostile Indians that they had recently met; and further that they were in a starving condition. An attempt was made by Col. S.'s aid to incite the Texians to resistance, but they yielded at the approach of Capt. C. The larger part of the Texians accepted the offer of Capt. C., and returned with him to the United States, the other portion proceeded to Texas with Col. Snively. Col. Warfield was one of the band. He was the only one of the party who had a regular commission. He was empowered by the Texian Government to bestow an unlimited number of commissions on citizens of the United States to make war on Mexico. McDaniel, one of the murderers of Charvis, held a captain's commission, given to him by Warfield.

From the St. Louis Evening Gazette.

GEN. GAINES AND THE SANTA FE TRADERS.

Through the politeness of that indefatigable and veteran officer, Gen. Gaines, we are enabled to present our readers with a transcript of the energetic despatch forwarded by him to Brigadier General Taylor, commanding at Fort Smith, Arkansas, relative to the line of conduct which will hereafter govern the military with regard to the escort and protection of the Santa Fe traders. The spirit in which the document is written will, we have no doubt, have due influence upon the ruffians who are now prowling in the vicinity of our northwestern frontier. Gen. Gaines deserves, and should receive, for his promptitude in this matter, the thanks of his fellow-citizens.

LETTER OF GEN. GAINES TO GEN. TAYLOR.

HEADQUARTERS, ST. LOUIS, MISSOURI,
July 27, 1843.

SIR: An escort for the protection of *Santa Fe traders* has been asked for, and authorized by the Department of War, to leave Independence, Missouri, on the 6th of August, next month, or as soon thereafter as practicable.

While making arrangements to furnish the desired escort, I have received the report of Capt. St. G. Cooke, of the regiment of dragoons, by which I find that, although he had met with and very properly disarmed one hundred men, *professing to be Texians*, whose avowed object was to attack and capture the Mexican caravans found upon the *Santa Fe road*, yet some other men of the same description are supposed to be still hovering about this trading road ready to pounce upon the unoffending caravans.

This must not be. It is our bounden duty to put down all predatory movements of this sort of *land privateering*, such as have too long contributed to mark the character of men calling themselves members of American Republics towards each other.

We must *destroy, arrest*, or *disarm* all such lawless combinations, whenever found within or near our *unmarked boundary*.

In the case under consideration it is very evident that no such movements or captures can take place, *any where upon the Santa Fe road* without jeoparding the lives and property of many of our good citizens engaged in this valuable and growing trade. Under this view of the subject I could not hesitate to approve the conduct of that excellent officer, Capt. Cooke.

The question whether the pretended Texians were found within our limits or not, was a question which, in the absence of a marked boundary, Capt. Cooke had a right to decide, so far as the government of his conduct was concerned, while in the discharge of the duty assigned to him. His duty was to afford *protection* to the persons and property of the citizens of the United States and Mexico lawfully engaged in trade upon the Santa Fe road.

The sacred character of this duty required perfect impartiality on the part of the United States' commander to whom it is confided, and naturally constitutes him, while acting under the authority of his Government, a fit and proper judge for the time being to decide how far he can go, and where he should halt, consistently with the well-known principles of the law of nations.

I have long acted upon the principle that, for the purposes of *protection* of unoffending citizens against savages, as well as against predatory bands of civilized men disposed to violate the known laws of war, or to violate the long-cherished principles of that *free trade* and social intercourse which have done so much for the great cause of civilization and free government throughout the civilized world, we should not hesitate to consider every foot of land and water near our unmarked boundary, and especially that upon the *Santa Fe road*, from the Missouri to the *Rio del Norte* as *neutral ground*, and within the reach of our authority, or at least until the boun-

dary line is marked and established according to existing treaties. I acted upon this principle upon the Sabine frontier in the year 1836, much to the dissatisfaction of certain self-esteemed *abolitionists*, with whom these *land privateers* may now unite in abusing me. But I am never so well satisfied with my own conduct as when I find myself abused by *political intriguers and land privateers or pirates.*

The escort recently authorized by the Department of War will be ordered to assemble as soon after the 6th of August, next month, as practicable, at or near Independence. It is possible that the escort may not be ready to leave Independence until the 15th of August.

I am, very respectfully, your obedient servant,

EDMUND P. GAINES.

Major Gen. U. S. army commanding.

To Brig. Gen. Z. Taylor,

Com. 2d Dept., Fort Smith, Arkansas.

The Indians.—These lords of the forest left our landing yesterday morning, and in a few days will land on the shores of the Western Mississippi, where the Government has provided them a new home.

Many of them are aged, and infirm through age. An old squaw died on Tuesday, who was aged one hundred and twelve years! An old warrior was pointed out to us, said by the agent to be one hundred and twenty-six! Another, quite venerable, attracted our notice; his hair collected at the top of his head, and confined by a singular knot, his ears perforated, his person peculiarly marked, and his stalwart frame and cunning face the very personification of a brave, whose prowess had caused many a death groan and bloody scalp and burning roof to his early enemies.

The "fire water" of the white man had been dealt out to many of them liberally while they were tarrying at the wharf making preparations for departure. And who is licensed by this christian city to deal out death to the infatuated Indian? for death was produced—one of the young men, helplessly intoxicated, fell off the boat into the water and was drowned, and another was rescued, just in time to save the flickering life. On every part of the boat reclined the Indian, where his faithful squaw had lain him, pleasantly insensible of the vice that was rioting upon his energies and beggaring his brethren.

These were but a sorry specimen of the "Noble Indian," of whose traits history and poetry and romance have filled our mind with admiration. Dirty, slovenly, and of mean proportions, how did they contrast with the poet's fancy!

The women were, with but few exceptions, like the men, dirty and greasy, and but few of either were full-bloods; many of each were white—white men with Indian wives, and Indian men with white wives. Two or three young girls, whose forms the fashions of our white belles had shaped into *civilized* proportions—that is, *corsets* had contracted the waist, and dress had fitted the shape—did not suffer in a contrast with many of fairer skin, who had collected around them to wonder and to gaze. One whose face bore an intelligent expression, but whose shades of countenance betrayed the canker of secret grief and melancholy reflections, was pointed out to us as the daughter of a chief; she had left a lover—a white—to follow the fortunes of her tribe, but under the delusive hope and treacherous promise, that he who had stolen her young heart would soon join her in the "pathless woods."

The main chief is a man of decided talent and indomitable energy; but to the advice and counsels of *Walker*, a half breed, is he indebted for the wisdom of his actions. Walker is liberally educated; is a man of more than ordinary capacity, of great conversational powers, experienced in the fashions and doings of the world, resolute in his actions, liberal hearted and companionable, a better man than thousands who flourish in the forum and call down the admiration of the crowd. He is wealthy, and although enjoying all the pleasures of civilization, and accustomed to all the luxuries which money can ever command, still is endeared to his people and follows them to their distant home to share their fortunes.

We recollect a good anecdote of this man, which may be worth relating.

Some three or four years since he was at Columbus, while the Legislature was in session, and being a jolly fellow when associating with the whites, he sometimes indulged in what is fashionably termed a "spree." With some "hail fellows," some of them members, others the public's officials, he went to the theatre to witness an Indian play, during the performance of which one of the braves was required to give the war whoop; but not being practised in Indian intonations, nor having the lung-power of the warrior, his yelp sounded very contemptibly, especially on the ear of Walker. The Wyandot sat composedly, but the flash of his eye and the twinges of his muscles, indicated displeasure. He sat in moody silence till the actor had made his third effort, and before the company in his box knew what he was about, sprang to his feet and gave the most unearthly "whoop! whoop!!" ever heard under civilized roof, which terrified the poor player, and for a moment chilled the crowded auditory with an indescribable sensation. "Humph! that's Indian!" said Walker, and down he sat. When the audience recognised him, they gave him three convulsing cheers, and the play proceeded.

This is the last remnant of the Indian tribes in Ohio They are gone. Once powerful in numbers and in strength, they are now a melancholy fraction. The fate of the red man is their's:

Like the leaves of the forest
They wither and perish.

[*Cincinnati Enquirer.*

The Grampus.—The following letter from Gen. Cambell, United States Consul at Havana, in answer to a letter of inquiry addressed to him by the father of Passed Midshipman You, of the *Grampus*, not only extinguishes all hope of that ill-fated vessel, but puts an end to the idea, at one time so prevalent, that she had gone in pursuit of pirates in the West India seas.—*Charleston Courier.*

Havana, *July* 17, 1843.

Dear Sir: Your favor of the 20th June, via Matanzas, is at hand, and the Hayne, which will probably sail in the morning, affords the earliest oppor-

tunity of replying. There needed no apology for writing me. I flatter myself that sympathy with the sufferings of others is too indelibly stamped in the principles of my nature to esteem any thing a trouble which can tend to alleviate distress; particularly when those sympathies are enlisted in behalf of a father suffering with agonized suspense for the uncertain fate of a cherished son. In reply to your queries, I have to state that no letters have been written by me to the States giving notice of piratical vessels on the south side of Cuba, nor have I at any time requested that any national vessel should be sent from the States to cruise on the south side of this island in search of pirates. On inquiry of the captain general he has informed me that an energetic governor is on the Isle of Pines, who has the will and the force to preserve order and punish malefactors. My only correspondence in relation to pirates (and from that I imagine sprang the report which reached you) was with the commander of a revenue cutter, accidently here some months ago. At that time three American vessels left this port with specie on board, intended for the purchase of cargoes on the south side. Shortly after they had sailed, a report, *apparently* well authenticated, reached me that a piratical vessel had been seen in the vicinity of San Antonio. Believing in the probable truth of the report, I suspected that a pirate had been fitted out in this port for the purpose of robbing the three American vessels known to have on board a large amount of doubloons. Under this impression I made first a verbal, and subsequently a written request, to the officer in command of the cutter then in Havana, to go in quest of the pirate. From compliance with my request he was prevented by what he supposed more imperious duties. No authentic intelligence of any piracy being received here, it is now presumed that the report was one of the many fictions fabricated here and circulated abroad. This, sir, is the extent of my correspondence with any officer or agent of my Government on the subject of pirates.

I regret exceedingly that it is so entirely out of my power to furnish you any intelligence in relation to the fate of the Grampus and her meritorious officers and crew. Should it be my good fortune to receive any information which could relieve your anxiety or heal your wounded feelings, it shall be immediately imparted to you.

With great respect, I, am sir, your most obedient servant,

ROBERT B. CAMPBELL,
Consul U. S. A. at Havana.

To John Clifford You, Esq., *Charleston.*

American Commerce in the Gulf of Mexico.—Some time ago a paragraph appeared in the New Orleans Bulletin complaining of the want of adequate protection to our commerce in the Gulf of Mexico, in consequence of the neglect of the Government to order armed vessels to cruise along the coast. A writer in the Pensacola Gazette, alluding to the above complaint, states that it is not true that there are no Government vessels in the Gulf, and contends that the fault is to be attributed to the mode of cruising now followed, stating that as the situation of the various ports in Mexico will not allow vessels drawing much water to approach very near to them, an armed ship is compelled, whenever a visit is made to a town, to anchor from ten to twenty miles off. The writer concludes by recommending a method of cruising which he says would render the greatest benefit to our trade and commerce. It is as follows:

"A squadron or vessel after refitting and sailing from Pensacola, should run down to the mouth of the Mississippi, thence stretching over to Cape Antonio, along the north side of the Island of Cuba, looking into the different ports which are all easy of access—passing between Cuba and St. Domingo to the Windward islands, thence returning by the south side of Cuba to Pensacola. By this route our vessels-of-war would be constantly in the track of the merchantmen, as nearly all our trade in the Gulf is confined to that portion of it which forms the outlet from New Orleans, Mobile, and the coast of Florida to the Atlantic. They would thus be enabled to protect our commerce and assist vessels in distress. In cruising in the Gulf (after passing beyond the Mississippi) it is not uncommon to pass weeks at sea without ever meeting a vessel or making a strange sail.

"This, or some similar disposition, would have more effect in giving protection than the present system of cruising, where the intervals of visit are necessarily great and the periods uncertain."

From the Philadelphia Chronicle.

The Navy-Yard.—Our navy-yard presents a scene of animation which is truly cheering in the midst of these dull times. We learn that there are five hundred mechanics and laborers now employed there in fitting out the Raritan, finishing the Princeton, and preparing to commence the new sloop-of-war. Last Saturday was one of those welcome events, known as "pay day," at this establishment. We happened to be passing from the Raritan when the muster-signal was given, and such a pouring out of honest hard-fisted mechanics as followed from the various work-shops is seldom to be seen in any single establishment. From all directions faces were turned towards the "pay office" as to a land of promise, and, in the course of a few moments, men enough were concentrated at that point to have manned the largest seventy-four in the navy for action. Notwithstanding the gloomy condition of the weather, every countenance exhibited an aspect of pleasantness at the capsizing and jingling of specie within, which seemed to operate as an antidote to every thing like care; and this condition of popular feelings was by no means diminished when one gang after another, realizing their anticipations, "shot off," with one hand full of bank notes and the other of specie. We were informed that it is the custom of this establishment to hold such a *levee* as the above twice in the course of every month, and that *nine thousand dollars* were distributed among the workmen at the semi-monthly pay day already mentioned, and that to a class of persons who soon put it into circulation.

The frigate Raritan lies off the navy-yard, full rigged, with her ports all open, presenting a most majestic and attractive appearance. Her armory is not yet on board, nor is it known whether she will receive it here or at Norfolk. Some experienced persons have pronouced her the best proportioned vessel in the American navy.

The steamer Princeton is progressing rapidly. Contrasting her present appearance with that of three months since, she seems to have sprung up by magic. The Princeton is a beautiful model of light ship-building; and should the machinery part of her prove as successful as is anticipated, she will be a useful vessel, besides testing the utility of applying the same principles of action to heavier vessels. It had been anticipated to launch the Princeton in the course of the present month, but we are informed that it is now postponed until the month of September.

There is now in the navy-yard enough well-seasoned timber to construct the frames of several vessels; some of it has been in store for a number of years, and is of the finest quality.

We are glad to find the Philadelphia navy-yard once more in a state of activity. While other establishments of the same kind have been constantly kept in motion, ours has, for the last few years, except at intervals, been considerably neglected. There is no good reason why this should be so, for there are no better mechanics in the United States than can be found in our city, nor have Government vessels ever been more economically constructed than at this station.

New Motive Power.—The New York Courier contains the following description of a newly invented engine now exhibiting in that city. We have long since heard the opinion expressed that the steam-engine was yet in its infancy, and that the time would yet come when gunpowder, or some other powerfully expansive substance, would be used with greater effect and less cost than steam. The machine spoken of below is the invention of Dr. Drake, of that city, and is said to be "the result of practical philosophical research."—*Baltimore American.*

The engine in operation is not merely a philosophical toy, as may be imagined by those who have not seen it. It is of not less than three horse power, and consists of an ordinary high pressure steam cylinder of six inches diameter, traversed by a piston having eight inches length of stroke, connected with a crank axle on which there is a heavy fly-wheel. It is without furnace, boiler, or chimney, and has simply an atmospheric air, and a gas and exhaust pipe connected with the cylinder. The motion is created by the combustion within the cylinder of atmospheric air combined with a certain proportion of gas, which is ingited by a process known only to the inventor. By this combustion, which is instantaneous, the air within the cylinder is expanded with great power, and the piston is forced to recede, and motion is communicated to the machinery. After the machine is put in motion the successive ignitions are self-caused, and are produced, as far as the mechanical operation is concerned, by the same arrangement, and with the same exactness as the steam is made to act in an ordinary steam-engine; the atmospheric air and gas being supplied by their appropriate pipes, and an exhaust pipe being connected with the cylinder in the usual way. By means of a small cock in the supply pipe, the operator with his thumb and finger controls the machine.

In the experiment now being made, gas is used simply because it is more conveniently obtained than any other combustible, but the inventor states that the engine will, with equal facility and certainty, burn camphine and other preparations, such as lard oil combined with whiskey, &c. Its ability to use these last products as a fuel, makes this invention of immense importance to the great West, as, should the transportation on the Mississippi and its measureless tributaries be effected by this power, it will furnish a home market to the grower of these articles entirely new, and to an extent far greater than all others now in existence. Without pursuing this subject further, we will state what appear to be the obvious advantages of this invention over the steam-engine. The first and most important is security—there is no danger from explosion, nor from fire, either accidentally communicated or from the spontaneous combustion of the fuel. 2d, The *weight* of an engine of given power, must be greatly less, as there is no furnace, no boiler with its water, no chimney, and no condensing apparatus, and comparatively but a trifling amount of fuel either in weight or bulk. 3d, The *space* occupied by the machine and its fuel is so much less as to give great additional room for freight and passengers. 4th, The ability of making long continuous voyages; as ships supplied with this invention can carry fuel enough to propel them to China, without its materially interfering with their available capacity for freight. 5th, Economy in working; as there is no expenditure of power except to produce motion, as is the case with the steam-engine in irregular work, where the steam has to be generated and preserved at its proper temperature, while the engine may be temporarily stopped. This is of great consideration on the Western waters, where the trade demands frequent stoppages either to receive or to deliver passengers or freight, or to wood, which last cause of detention will be altogether obviated, as well as the expense and annoyance of firemen.

We do not mean to say that the experiment has been sufficiently tested to make these things perfectly certain on a large scale, but that they are proved to be so in an engine of at least three horse power; and that no well grounded objection has been urged, and none appears to exist, of sufficient force to create a reasonable doubt of the successful adaptation of this invention to engines of the largest class. In a few days a committe of scientific and practical gentlemen will accurately ascertain the power of the present machine, and the quantity and cost of the fuel it consumes.

Captain Stockton's Big Gun.—The British will be kept busy if they keep up with Yankee contrivances. They were wakened up during the war of 1812, to the fact, that all the frigates then in their vast navy were rendered *hors de combat* by certain Yankee

"ships-of-the-line in disguise." We had no *avowed* ships-of-the-line during that war. The result of a few "meetings" was, that the old British frigates were all ordered out of service, to save them as well as their national feelings, and there they were, of no earthly use, until the other day some one suggested that they might easily be converted into capital steam frigates. We published an account of the result of this experiment in our last, showing John Bull to be mightily diverted. But here we are likely to have another Yankee notion ready cut and dried to "head" this new squadron of steamers. He had better keep a sharp look out.

Captain Stockton, of the U. S. navy, has constructed an ugly customer for whoever or whatever adventures within three miles of its muzzle. It is made of wrought iron, instead of cast. We have great faith in wrought iron guns ever since we saw one that a blacksmith contrived during the exigencies of our revolutionary war, welded sufficiently for the occasion, and with which he not only scared off the enemy from his premises, but sent many a deadly ball after them. The gun of Captain Stockton's invention is 12 or 14 feet long, highly finished, of course much lighter than if of cast iron; has a bore of 12 inches diameter, admitting a leaden ball of 300 pounds, or an iron ball of 242 pounds, with a chamber for a cartridge of 25 pounds of powder. The New York papers tell us, that at an experiment made last week, a point blank shot struck a line on a target three miles distant, constructed of wood and iron bars combined, so as to be stronger than the hull of a seventy-four, and *penetrated through and through it!* The danger of the gun recoiling, has been obviated by a new and ingenious contrivance. A lock has been attached, which is to be worked by a plumb, in connection with an exact angular instrument, for sighting, elevating, and measuring distance, and, for all we know, for pulling the trigger at the deadly aim.

From the National Intelligencer.

EADIE'S ISLAND.

Messrs. Gales & Seaton: In your paper of the 7th instant, I see announced that a beautiful island had been recently discovered in the South Pacific ocean, from the barque Isabella, of Fairhaven, Capt. George E. Netcher, and named "*Eadie's Island*," after the name of the man who first discovered it. The report gives it 40 miles length from northeast to southwest, south latitude 11° 5′ and longitude 165° 5′ west of London.

These geographical elements would place Eadie's Island at a position 430 nautical miles to north 72° 25′ east from Upula, or Upola, the westernmost island of the Samoan or Navigator's group.

On the chart entitled "*Oceanic*," attending the Geography of *Larenaudiere*, *Balbi*, and *Huot*, at about south latitude 10° 20′ and longitude 166° west of Paris, is placed at St. Bernard's Island.

On Tanner's "Oceana, or Pacific Ocean," at south latitude 10° 40′ longitude 166° west of London, appears St. Bernard's Island.

The size of the island, as stated by Capt. Netcher, will account for much discrepancy in fixing points, and, together with the improbability that another island of 40 miles length so near the same position could have escaped the discoveries of St. Bernard's Island, excites the opinion and justifies the conclusion that Eadie's and St. Bernard's are identical. That this part of the Pacific ocean has been traversed long since is also proven by the additional fact that on several charts, and near the given position, "*Isles of Danger*" are represented.

WILLIAM DARBY.

From the Boston Weekly Messenger.

The above island, if its position is rightly described, appears to be one of the group of thirty-three islands discovered by Mendana, a Spanish navigator, in 1567; and named by him Solomon's Islands, in the hope of persuading the world that they were the Ophir whence Solomon drew the treasures with which he adorned the Temple of Jerusalem, but which, when sent again by the Viceroy of Peru to examine them more carefully, he could not find; in consequence of which it was remarked of this navigator, that "what he discovered in his first voyage, he lost in his second." They were, however, afterwards visited by Bougainville and Shortland, and named by the latter New Georgia and Queen Charlotte's Islands. They bear also the names of Igmot's Island and Santa Cruz. They have been but imperfectly explored.

Duelling.—Our attention has been directed to an announcement in the *Standard*, from which we learn that a step has at length been taken in the only effectual direction, for the suppression of that one of the chivalric institutions which has haunted the field of modern science with most pertinacity and least argument—a rude, barbaric figure, stripped by centuries of all the costumes and accessories which made it picturesque, or gracious, or valuable, and looking monstrous amid the lights and forms of advanced civilization. An association has been got up for the extermination of duelling, composed of members influential in the precise classes within which, and for whose benefit, the murderous nuisance was supposed more especially to act. It consists of 326 members, of whom 34 are noblemen and their sons, 15 are baronets, and 16 members of the Lower House. What is more important still, the army and navy, hitherto the headquarters of the conventionalism, furnish a large contingent to this demonstration. In its ranks are 30 admirals and generals, 23 colonels and lieutenant colonels, 44 captains, and 24 lieutenants in the navy; and of the army, 17 majors and 26 captains. The bar furnishes a detachment of 24; and the association denounces the unmeaning modern "wager of battle" as sinful, irrational, and contrary to the laws of God and man; and pledges itself to discontinue the same by its example and all its influence. An institution, attacked by every other species of argument, and sustained against them all only by opinion, was to be successfully assailed by opinion alone; and this measure at once knocks away the sole stay which held up the ugly figure against the pressure of modern sense and modern arrangements.—*Athenæum.*

WASHINGTON.

THURSDAY, AUGUST 17, 1843.

A NAVAL GENERAL COURT MARTIAL has been ordered to convene on board the U. S. ship Pennsylvania, at Norfolk, on Wednesday, the 23d instant, for the trial of Lieutenant ADDISON R. TALIAFERRO, and such others as may be brought before it.

The court will consist of

Commodore JAMES BIDDLE, *President*,
Commodore STEPHEN CASSIN,
Captain THOMAS T. WEBB,
Captain JOHN PERCIVAL,
Captain BLADEN DULANY,
Captain JOSEPH SMOOT,
Captain JOHN GWINN,
Commander WILLIAM JAMESSON,
Commander WILLIAM M. ARMSTRONG,
Commander ROBERT B. CUNNINGHAM,
Commander JOHN RUDD,
Commander JAMES P. WILSON,
Lieutenant WILLIAM GREEN—*Members.*
JOHN L. UPSHUR, Esq., Norfolk, *Judge Advocate.*

List of officers ordered to the frigate Savannah, at New York:

Captain, ANDREW FITZHUGH.
Lieutenants, H. K. HOFF, WM. H. NOLAND, R. F. PINKNEY.
Surgeon, EDWARD GILCHRIST.
Purser, DANGERFIELD FAUNTLEROY.
Passed Midshipman, JAMES S. RIDGELY.
Midshipmen, JOHN RELL, GEORGE E. MORGAN.
Gunner, JAMES M. COOPER.
Carpenter, FRANCIS M. CECIL.
Sailmaker, WILLIAM RYAN.

AMERICAN HEMP.—The Baltimore American of yesterday contains a correspondence between Mr. CLAY and a highly respectable house of that city on the subject of American hemp. In reply to inquiries of Mr. CLAY, Messrs. GARRETT & SONS say:

"We procured for the hackled hemp the highest price that an article of American growth has commanded in this market. The manufacturers inform us that your belief is correct, that your water-rotted hemp, when properly prepared, is equal to the *best* Russia. They state that in brightness and strength this parcel has proved fully equal if not superior to prime Russia. For an article similar to the H. C. H. perfectly cleaned, we feel assured from the present test that the full price of Russia can be realized. This lot has proved more satisfactory in manufacturing, and we are advised is the best American hemp that has ever appeared in this market."

THE GRAMPUS.

The last ray of hope for the safety of the U. S. schooner *Grampus* being now extinguished, we perform the mournful duty of publishing a list of the names of her officers and crew. While it speaks peace to the aching hearts of many who may have *feared* that some near friend or relative was on board, may it not open afresh the wounds of those by whom the *certainty* has already been too painfully realized.

Lieut. Commanding, Albert E. Downes.

Lieutenants, George M. McCreery, William S. Swann, Hunn Gansevoort.

Assistant Surgeon, E. H. Conway.

Purser, James S. Thatcher.

Acting Master, I. S. K. You.

Midshipmen, Andrew J. Lewis, Edward N. Beadel, George Minshall.

Captain's Clerk, George L. McKenney.

Ship's Steward, Isaac Stevens.

Boatswain's Mates, Robert Ray, John Cook.

Gunner's Mate, William Gale.

Carpenter's Mate, Theodore Myrick.

Officers' Steward, Joseph R. Serrier.

Officers' Cook, James Hopkins,

Quartermasters, Thomas Piner, George Benson, John Carr.

Captain Forecastle, John Ryan, James Smith.

Quarter Gunners, Henry Edwards, James Fritz, James Bowen.

Ship's Cook, Lewis Whillow.

Yeoman, Charles L. Clapp.

Seamen, H. P. Rollins, Antonio Rodeiquez, Wm. Conolly, Wm. Toland, Price Argyle, Clans Jakelsen, Petter Collins, John Hughes, Wm. Hammond, Samuel Chase, Thomas Walsh, Wm. Penny, William Gould.

Ordinary Seamen, Hiram Carter, Geo. McGordes, Wm. Allen, John J. Palmer, Thomas Johnson, Isaiah Cooper, William Johnston, George Spencer, Daniel B. Waldron, George Collars, John Brown, Henry Lewis, Joseph Jones, John Scott, Patrick Moran, John Cugir, Charles Howell.

Landsmen, Ebenezer Perry, Peter Schannal, Edward Upson, Thomas Fritz, John B. Mitchell, Alexander L. Huntington, Henry Carter, William L. Newhull.

Boys, Jas. Webb, Henry Gray, Edwin C. Holmes, George Geinzler, Nicholas P. Broughton, John Murphy, John A. Leanard, Nathaniel Kennedy, John P. Primrose, Benjamin F. Batts, John Williams, Henry Greenfield.

Seventy-seven souls in all.

LETTERS FOR THE EAST INDIA SQUADRON.—We understand that Mr. CUSHING, our Commissioner to China, took with him a large number of letters for the officers and men of the *Brandywine* and *St. Louis*, who will thus get the latest intelligence from their friends in the United States.

Communications.

CORRECTION OF CHARTS.

At the same time, Mr. Editor, that I am glad to have induced a "Jack Tar" to put aside the "slush bucket and serving mallet" for a pen, (and he handles it with an ease which proves his familiarity with the instrument,) I regret that he has construed my remarks as an attack on our worthy brother officer, Lieutenant Maury. Much more am I chagrined that I have been understood to assail the venerated and distinguished Chief of the Bureau of Ordnance and Hydrography. So much of what I wrote as covers the period of time in which the "Depot" has attached to his Bureau, I regard, and it will be found to read, as a suggestion, advanced with the deference and respect due to his rank and exalted standing in our profession, that, for the purpose of correcting charts, immediate steps should be taken to gather and arrange materials which are now among the files of the Department, or in the minds and on the memoranda of officers and others within reach of the mails. It was always impossible for the Navy Commissioners, as it is now with the Bureau, to superintend the detail of the Depot. And is the officer in immediate charge there to confine himself to the simple and strict letter of his instructions, and never amplify in their detail, or offer such suggestions as may naturally be supposed to arise in the mind of one exclusively devoted to a particular branch? The fact that the circular of December, 1842, emanated from his suggestion, shows that Lieutenant Maury regarded it as within his province to offer such suggestions. My communication but puts the question, to be answered by the service, whether, judicious as the call on merchants is, and judicious as the plan of "blank charts" is, it would not have been equally judicious, and more common sense like, to have further suggested, that, whilst information from those sources is coming in, (and it may be years first,) every possible use be made of the materials we have already in hand or may immediately get?

I opine, Mr. Editor, that less information than is expected, and less speedily, will come in, in reply to the "circulars;" because circulars, by making a matter every body's business, naturally, by the old rule, make it also nobody's business; whereas, a letter written for, and addressed to, a particular person, specifying some branch of the subject of inquiry which that person is presumed most capable of shedding light upon, and *then* asking general information kindred to the subject in hand, would excite individual pride, and draw forth speedily much dormant knowledge.

The only objection I ever had in the case of Lieut. Maury's "paper" read before the Institute, was, that the information particularly specified as sought, is the course of winds and currents; whilst other, and I consider far more important points, viz: positions of coasts, head lands, and hidden dangers, come in under the unspecified and less important head of "other information generally interesting to navigators." And it must be apparent, that, to send "blank charts" from Washington all over the world in search of general information, is a much less rapid and sure method of finding out the corrections to "Cape Henry," than to apply either at the Topographical Office or the Navy Department, where a most accurate and official determination is on record.

But it is one thing to have that and other corrections, and quite another thing to apply them. As for the "army of clerks" necessary to make manuscript corrections on some "30,000 charts in the Depot," pray Mr. "Jack Tar" not quite so fast. Nobody wants all the charts in the nation corrected, though it is as well to register and circulate the information by which those corrections may be made, for the use of persons in private employ, if they choose. All we have to do is with Uncle Sam's charts, and only such of them as are actually sent on board his vessels. Let us see how many of those vessels to be supplied with charts are sent to sea in a year, and what labor the correction of those charts would impose upon the Depot, and how that labor will compare with the force employed there. The last register shows thirty-two vessels in commission for sea service. Suppose one-third of those to be paid off and re-commissioned every year, it makes ten vessels in a year, one year with another. Give a liberal allowance of charts, say ten of them, with corrections, to each vessel, and the Depot will issue one hundred corrected charts per annum—or at the rate of two per week! The force there is four lieutenants and six passed midshipmen, equal to ten in all; or exactly the number employed in the Secretary's office to manage and register the correspondence, and do much other duty for the whole service; and twice what is at either of the Bureaus proper, as clerical force. We will suppose one half the officers employed at the Depot to be occupied in the care of instruments, and in other observations; there are then five left to correct two charts per week! "Jack Tar's" "army" turns out to be Jack Falstaff's; and desperate hard work they would have of it indeed!

If the corrections be, as is surmised, so many as to disfigure a chart and obscure it, if applied in manuscript, so much the greater necessity for making them, unless you mean every commander who goes to sea should be an explorer, encountering all the hazards, without the eclat, which attaches to exploring. And, if necessary, cannot two charts of the same kind be afforded—one corrected, and the other not? I think, Mr. Editor, that an exploring expedition among the dusty files of the Department might result in supplying information as beneficial to navigation as the more expensive and more pretending exploring expedition which has just returned from the South Seas. And it is not unlikely, too, that natural history might find esconced there some obsolete species of the animal creation with which to grace the museum of our Patent Office.

Whenever any one sets about the labor I have proposed, I shall be happy to remove the "vagueness" of my *outlines* of information, by supplying the filling up from my own and others memoranda.

"Large oaks," Mr. Editor, "from little acorns grow;" which I take to mean, that large results flow most naturally and surely from small beginnings. If

we begin now with our manuscript corrections, it will in the end lead naturally and most beneficially to the correction of plates at the Depot; but it will not be wise to perpetuate the imperfect corrections of the first few years' labor by executing the plates at too early a period; nor will it be just to navigation to deprive it of all benefit from the early information obtained until it shall have reached such an extent as to be fit for the plate.

In what I say here I am actuated solely by a regard for the service, with no selfish end in view, and quite regret any thing which may improperly touch the sensibilities of individuals; and I subscribe myself Lieut. M.'s, and "Jack Tar's," and your own, obedient servant, J. H. W.

CONTRACTS—REVENUE SERVICE.

To the Editor of the Army and Navy Chronicle:

Sir: The New York Express, under the head of "Washington Correspondence," a few days since, charges the officer having the superintendence of the iron revenue steamers now building with gross and willful neglect of duty, and disregard of justice, in the manner of giving out the joiners' and other work, and at the same time alleges that the Government had been defrauded in the contract to construct a small wooden vessel for the revenue service.

The writer of the above letter is guilty of willful and premeditated falsehood; of which fact the character of the paper is sufficient evidence; and it would not have been noticed had not some respectable prints given to it currency and the semblance of truth.

The writer asserts that the joiners' contract was given to the highest bidder, viz: Robert Laton, at $1,750, while those of the lowest was disregarded. The bid of Mr. Laton was not the highest, as several were offered at upwards of two thousand dollars. The lowest bid, $973, was not taken, because the bidder was not considered responsible by his fellow-mechanics, and could not fulfil his contract, inasmuch as the cost of material alone would amount to nearly if not quite as much as the amount of his bid. The bid which was accepted is considered reasonable by the joiners generally.

With reference to the small wooden vessel which the writer asserts was contracted for at $4,000, when one of a similar kind had been constructed for the Government for $1,500, the falsehood is too palpable to require explanation to those who are in any degree acquainted with such matters.

In the first place, the Government never built a vessel of her description. She is forty-five tons, with a centre-board, her frame entirely live oak and locust, coppered and heavily copper-fastened, is furnished with chains, ballast, sails, rigging, boats, furniture, and in fact every thing complete, and deliverable at New Orleans.

Any person at all acquainted with ship-building will know that the frame and fastenings alone could not be furnished for a much less sum than is alleged was the whole cost of a vessel of the same description.

A person named Sillick Nichols, a block-maker, of New York, who for several years has enjoyed the exclusive patronage of the Government in his line of business, and at his own prices, refused to give estimates, and by him principally has this outcry of favoritism and fraud been raised. R.

WALKER'S COMET.

"We notice in Silliman's Journal for July an interesting article on the subject of this periodical comet, in which the arguments in favor of its short period, of 21½ years, are clearly and conclusively laid down.

Our readers will recollect the brilliant discoveries of Mr. S. C. Walker in relation to this comet, which made its appearance last winter—discoveries which, as the etiquette of science requires in such cases, have induced astronomers to give the comet his name, as in the case of Halley, Encke, and others. It would seem that this movement has excited the spleen of the Harvard astronomers so remarkably, that they come out now, some half year after the character of the comet has been announced by Mr. Walker, and gravely affect to do the same thing over again; trying to make it appear that Professor Pierce is the discoverer of its period. Not content with claiming all the honor, they charge the real discoverer with ignorance and error. This is too ridiculous. Men of science generally have set the seal of their approbation on Mr. Walker's researches and discoveries, and it is now too late for any one to attempt either to claim or discredit them. Professor Pierce appears to have forgotten the dreadful and disastrous defeat which he suffered in the 'Almanac war' last year. We do not envy him the sitting down he is likely to receive for his present pretensions."

Mr. Editor: In the above paragraph from the Philadelphia Courier, I am glad to see justice rendered an able and zealous observer, and the more especially, in that his labors have been "labors of love" rather than compulsive by duty or dollars. I have read Walker's discoveries upon our lately departed celestial visiter with interest, and thank him for demonstrating to the European world that we are not entirely destitute of a love of science.

My more immediate purpose, however, is with the citizens of Philadelphia in general, and the controllers of the High School in particular. We wish to know *what has become of the observatory so much talked of three or four years since, and for which instruments were imported from Munich?* Were they bought to be looked at only? As I cannot learn that they have been mounted, or, at all events, not more than one of them, and I have been informed that Lieut. Gillis offered to purchase the transit circle for the navy two years ago, and was refused, which would seem to indicate such was their destination.

Washington, Boston, Cincinnati, and the Reverend Fathers at Georgetown College are each erecting their observatory with certainty of early completion, whilst you, the pioneers in the cause of astronomy in America, have only a dark shop as your observatory, and for observers, mourners over the boxes of costly but misapplied instruments.

Buckle on your armor, friend Chandler, and do battle manfully for the cause. If your controllers won't act, turn them out and put in men that will; but let it not be said that Philadelphia, our *alma mater* of science, is behind Boston and Cincinnati.

Above all things, urge your controllers not to play "dog in the manger" with their instruments any longer. If they will not erect a suitable building for them, present them to some city or institution that will. As the College in Georgetown has not ordered its circle, perhaps they may accept it, and call it, as is customary on like occasions, "the Philadelphia circle." Other observatories, too, will require astronomers, and you may find Walker departing from your city to another which appreciates his service and duly rewards it. O.

We have been permitted to make the following extracts from a letter of an officer on board the frigate *Congress* to a friend in Washington:

U. S. Frigate Congress, at sea, *May* 9, 1843.

Yesterday we got under weigh from Mahon, in company with the Delaware, Columbus, Fairfield, and Preble, and have been cruising together around the island of Minorca. The Columbus, after sailing for twelve hours with us, and having beat to windward of the Delaware, sailed for Toulon; she has on board Lieut. Scott and his wife, (Miss Todd that was,) Capt. Bigelow's family, and Purser Todd's wife. They all leave the Columbus on her arrival at Toulon, and proceed to the U. S. by way of France. It is rumored that Capt. B. Cooper will take command of the Columbus on her arrival. This evening the Delaware made signal for us to part company. The Delaware goes to Lisbon; we are on our way to Toulon, the Fairfield goes to Marseilles, and the Preble goes to Tunis, with our consul for that place.

Toulon, *May* 16, 1843.

On the 13th we arrived here and found the Columbus; she only arrived the day before us, she having experienced very rough weather. In Toulon there is nothing of any note except the dock-yards. I was invited by Captain Vorhees, to join a party to visit the magazines of this depot. Our company consisted of Com. Morgan, Capt. Vorhees, several Lieuts. and Mids. We went all through the various departments, and were very much gratified. The port admiral conducted us, and explained every thing as we passed. Yesterday a party of us rode about fifteen miles in the country. After passing the gates we arrived at a very large open square, where there were as many as five hundred or six hundred persons amusing themselves in all manner of games; ball was the principal one, and they appeared to be particularly fond of it. It happened just at this time to be a feast or May festivities. We rode to the top of a very high hill, upon which Napoleon built a fort, which drove the English from a battery which they held, and which commanded the harbor. It is very curious and very strong, and is named Petit Gibraltar. After we had seen as much of mountain scenery as we wished, we got up steam for the cemetery, the last resting place of many French heroes. This is a beautiful spot, and is about two miles square, and contains many lovely walks. Every grave has a cross at the head, on which is painted the names of the deceased, their age, &c., and every year the relatives of the deceased put a wreath of flowers on the grave. In going to this cemetery we passed many cottages, and I could but help smiling at the many happy countenances that met my gaze—all seemed to be so cheerful and happy. In the evening all the families sit out in front of their cottages in the shade, and take their evening meal. One whole family were singing a hymn; one who appeared to be the father had a violin, which, in accordance with their happy voices, sent forth a chant of praise to their Maker. It was near sunset, and we thought best to return to Toulon, where we arrived in about an hour and a half.

The Columbus leaves for Mahon on Thursday, and will proceed direct to the Brazils. Our summer cruise is to be from this place to Leghorn, Naples, Athens, Smyrna, Trieste, Alexandria, coast of Syria, Malta, and thence to Mahon.

Deaths on the Ship Boston.—The subjoined list of the deaths which have occurred on board the ship Boston, since she left the United States, with all the particulars that could be collected concerning the residence, &c., of the deceased, is published for the information of their relatives and friends:

Samuel Smith, April, 1841, Cape Town; from Lubec, Maine; mother, Mrs. Ann Colfroy.

Peter Eits, March, 1842, at sea; from Island Nordewie, East Friedland, Hanover; has brothers and sisters.

L. S. Wright, June, 1842, at Macao; from Hillsborough, N. H.

John Hart, July, 1842, at Macao; from Stockholm; has sister in Boston.

John Osborne, October, 1842, off Angier; from Lubec, Maine.

Lawrence Hofford, November, 1842, at sea; has a family in Philadelphia.

William Meek, November, 1842, at sea; from Pennsylvania; left a will in favor of Walter Swope, quarter gunner.

Benjamin Murphy, November, 1842, at sea; parents in Washington, D. C.; father-in-law, James Millon.

James Addison, November, 1842, at sea; has a mother at Toronto, Upper Canada, named Harriet Addison.

William Smith, February, 1843, at sea; has a family in Baltimore.

William Bell, June, 1843, at Rio de Janeiro; will in favor of his wife, Isabella Abbot, Carlisle, England; William Richardson, keeper of the Lancashire tavern, N. Y., executor.

David S. Pond, July 14, 1843; Pond was from Burlington, Connecticut; sister and brother living.—*Mad.*

The Vandalia.—A letter from a gentleman on board the U. S. ship Vandalia says: "The Vandalia has been called a dull sailer, but she certainly has been belied. I should think she would bear a comparison, in this respect, with most men-of-war. She, however, mounts *too many guns*. There is not room enough to work them with ease. Twenty guns are enough for her; and if she had originally been calculated for that number, she would have been more comfortable, and fully as efficient."

NAVY.

Aug. ORDERS.

10—Lieut. Fitz Allen Deas, navy-yard, New York.
Lieut. Burritt Shepard, do. do.
Lt. J. A. Russ, det'd from do. do.
Lt. R. Semmes, command of steamer Poinsett.
Mid. T. B. Wainwright, detached from steamer Union.

12—P. Mid. A. D. Harrell, relieved from duty at Indian Key, East Florida.
P. Mid. J. Dorsey Read, to remain attached to the Warren, instead of joining the Brazil squadron.
Master's Mate J. W. W. Dyes, to be detached from the Levant, on arrival at Rio Janeiro, with leave of absence for two years.
Sur. Samuel Jackson, navy-yard, Portsmouth.

14—Lieut. J. P. Parker, rendezvous, Boston.
Lieut. L. C. Sartori, receiving-vessel, Phila.
P. Mid. R. H. Wyman, brig Perry, acting master.
Sailmaker R. Van Voorhis, navy-yard, New York.

15—Comm'r T. W. Freelon, navy-yard, New York.
Comm'r J. R. Sands, command of sloop Falmouth, *vice* J. M. McIntosh, relieved at his own request.
Ass't Sur. M. Duvall, shooner Phenix.
Mid. C. F. Hopkins, leave three months, and then to rejoin the Vincennes.

July. MARINE CORPS.

6—2d Lieut. D. J. Sutherland, to navy-yard, Phila.

August.

4—Capt. B. Macomber, on leave until the return of the Independence from her present cruise, when he will rejoin the ship.

5—Lieut. Col. S. Miller, relieved from recruiting service, and ordered to assume command in person of the barracks at Brooklyn.
Capt. and Bvt. Major W. Dulany, superintendent of recruiting service, headquarters, Balt.

9—2d Lieut. R. D. Taylor, to report to Capt. Edelin at headquarters for duty.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

HOME SQUADRON.—Schooner *Boxer*, Lt. Com. Bullus, sailed from Matanzas about the 1st instant, on a cruise.

Brig *Bainbridge* arrived at Curracoa 21st ultimo, from Porto Cabello.

MEDITERRANEAN SQUADRON.—Extract of a letter from an officer of the ship-of-the-line Columbus, to his friend in Washington, dated at

GIBRALTER, *June* 10, 1843.

"Do you know that we have all formed the highest opinion of this ship, old as she is? She has certainly deceived every one on board; sails remarkably fast, works as well as any ship I ever was on board of. There is scarcely a day we have not reason to express our approbation, of her performance, either when alone, or when in company, when we overhaul every thing that heaves in sight, and pass them as if they were at anchor. On our way from Mahon to this place we beat to windward of every vessel, from the full rigged ship down to the fore and aft schooner; we got 11.2f. on a wind, under topgallant sails, topsails, courses, jib, and spanker. She was closehauled, and the weather leach of the mizzen topsail was lifting when they hove the log. We took in the topgallant sails, and she went 10 6. There is not an officer on board, from the highest down to the youngest passed midshipman, but what says she is the fastest ship they ever sailed in. The commodore thinks she would beat the old frigate *President*.

"In justice to the *Congress*, I will say that I believe her to be as fine a frigate as we have, and I think she would sail with any ship in the navy."

The subjoined is a list of officers attached to the U. S. ship *Columbus*, bearing the broad pendant of Commodore Charles W. Morgan, June, 1843:

Captain, B. Cooper.
Commander, E. G. Tilton.
Lieutenants, J. M. Watson, F. Chatard, J. R. Goldsborough, A. H. Kilty, T. J. Page, B. F. Sands, D. B. Ridgely, H. N. Harrison.
1st Master, L. Maynard, 2d Master, Henry Cadwalader.
Surgeon, B. F. Bache.
Purser, J. N. Todd.
Lieut. of Marines, E. L. West.
Chaplain, P. G. Clark.
Commodore's Secretary, F. Schley.
Professor of Mathematics, J. McDuffie.
Passed Assistant Surgeon, V. L. Godon.
Assistant Surgeon, J. Hastings.
Passed Midshipmen, F. K. Murray, J. H. Brown, E. Beale, J. C. Howell.
Midshipmen, L. McDougal, J. M. Bradford, C. S. Bell, C. K. Graham, E. Johnston, G. D. Chenoweth, W. H. Parker, D. Coleman, E. Barrett, G. Harrison, G. S. King, G. T. Simes, E. T. Andrews, E. C Grafton, S. Phelps, J. L. Ferguson, W. W. Wilkinson.
Commander's Clerk, St. C. F. Sutherland.
Captain's Clerk, J. Tilton.
Purser's Clerk, H. Spaulding.
Boatswain, James Simpson.
Gunner, Charles Cobb.
Carpenter, Patrick Dee.
Sailmaker, J. Bruce.
Master's Mate, Thomas Shanton.

All are in fine health, not having lost a man by sickness.

Revenue Service.

Aug. ORDERS.

11—3d Lieut. H. N. Tracy, to command revenue boat, Sackett's Harbor.

12—1st Lieut. J. J. Nimmo, ordered to return to the Woodbury, New Orleans.

The board for the examination of second lieutenants convened yesterday.

Aug. ARRIVALS AT WASHINGTON.

9—Lieut. H. G. Wright, Engr. Corps, Fuller's.
Capt. L. J. Beall, rifles, Georgetown.
Major H. K. Craig, ordnance, Fuller's.
Ass't Sur. J. J. B. Wright, army, Fuller's.
Paymaster P. Muhlenberg, army, Fuller's.
Lieut. J. J. Peck, 2d art'y, Gadsby's.

QUARTERLY ARMY AND NAVY REGISTERS.—The Army Register will be issued in February, May, August and November, of each year; and will contain, besides the usual matter in the official Register, the stations of each officer, the head quarters of each regiment, the garrisons of every post and arsenal, the names of military storekeepers, chaplains and sutlers, a list of cadets at the military academy, and such other information as may appear useful or desirable.

[One reason for issuing the Army Register on the above named months, is, that the August number will contain the list of graduates of the year, and their assignment to corps or regiments.]

The Navy Register, to be issued in January, April, July and October, will contain the matter usually found in the official Register, with the addition of the names of officers at the several yards and stations, including the civil establishments, and on board our vessels of war.

The price will be to subscribers for the series, one dollar a yea for each; single copies 37 1-2 cents. B. HOMANS.

Jan. 12—tf

☞ PRINTING of every description promptly and neatly executed at this office.